



## TECHNICAL SERVICE BULLETIN

### Various Concerns With Active Exhaust System - Built On Or Before 28-Aug-2020

**21-2011**  
25 March 2021

#### Model:

|                      |
|----------------------|
| Ford<br>2020 Mustang |
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**Issue:** Some 2020 Mustang GT500 vehicles built on or before 28-Aug-2020 may exhibit various concerns with the active exhaust system. These may include "Drive Mode Not Available" or "Exhaust Mode Not Available" messages, and/or diagnostic trouble codes (DTCs) P26C5, P26C6, P26FE, P2BF9, P2BFB, P26C7, P2BF5, P2BF8, P2BFD, and/or P2BFA. This may be due to pinched wiring or a misaligned bracket where the exhaust actuator mounts. To correct the condition, follow the Service Procedure to make sure that the exhaust is seated correctly.

**Action:** Follow the Service Procedure steps to correct the condition on vehicles that meet all of the following criteria:

- 2020 Mustang GT500
- Concerns with Active Exhaust System, including but not limited to:
  - Drive Mode Not Available message in the instrument panel cluster (IPC)
  - Exhaust Mode Not Available message in the IPC
  - Diagnostic trouble codes (DTCs) P26C5, P26C6, P26FE, P2BF9, P2BFB, P26C7, P2BF5, P2BF8, P2BFD, and/or P2BFA

**NOTE:** Part quantity refers to the number of that service part number required, which may be different than the number of individual pieces. Service part numbers contain 1 piece unless otherwise stated. "As Needed" indicates the part is required but the number may vary or is not a whole number; parts can be billed out as non-whole numbers, including less than 1.

#### Parts

| Part Number | Description                   | Quantity |
|-------------|-------------------------------|----------|
| KR3Z-5230-P | Muffler And Tailpipe Assembly | 1        |

**Warranty Status:** Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Service Part Warranty (SPW)/Special Service Part (SSP)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/SPW/SSP/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

#### Labor Times

| Description  | Operation No. | Time        |
|--|---------------|-------------|
| 2020 Mustang GT500: Repair Active Exhaust Concerns Following The Service Procedure | MT212011      | Actual Time |

#### Repair/Claim Coding

|                 |      |
|-----------------|------|
| Causal Part:    | 5230 |
| Condition Code: | 07   |

## Service Procedure

1. Are DTCs P26FE or P2BFB present?
  - (1). Yes - proceed to Step 2.
  - (2). No - proceed to Step 5.
2. Using the appropriate Ford diagnostic scan tool, access datalogger, and view the PCM Parameter Identifications (PIDs). Monitor the EFCV\_A\_MON\_STAT PID while active commanding the PID EFCV\_A\_CMD PID. Open the tailpipe actuator in 10% increments until it has reached 100% (fully open). Close the tailpipe actuator in 10% increments until it has reached 0% (fully closed). Does the EVCA\_A\_MON\_STAT PID display a mechanical fault at any point?
  - (1). Yes - proceed to Step 3.
  - (2). No - proceed to Step 5.
3. Inspect the bracket on the tailpipe to which the exhaust actuator mounts. Make sure the bracket is mounted properly to the tailpipe by attempting to insert a 1 mm (0.39 in.) feeler gauge at the base of the bracket where it is welded to the tailpipe. Figure 1 shows a bracket that is properly welded. A feeler gauge cannot be inserted between the bracket and the boss to which it is welded. Figure 2 shows a bracket that is improperly welded, leaving room for the feeler gauge to be inserted.

Figure 1

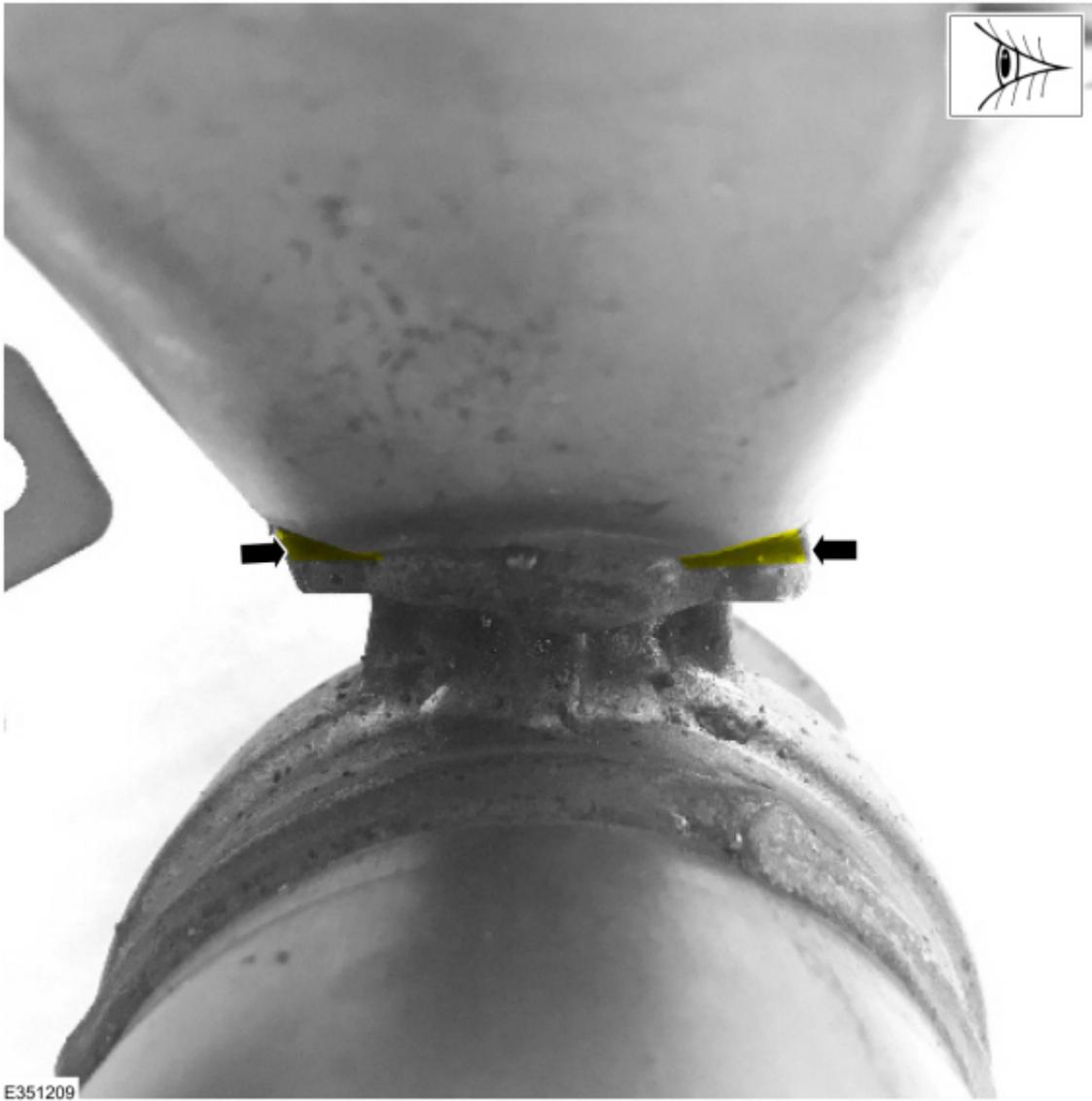


Figure 2



4. If this feeler gauge can be inserted between the bracket and the tailpipe at any point where the bracket and tailpipe meet, replace the muffler and tailpipe.
5. Inspect the muffler and tailpipe for proper position in the exhaust clamps that secure them to the rest of the exhaust system. Make sure the knurled area of the tailpipe meets the exhaust clamp as shown in Figure 3. If the knurled area of the tailpipe does not meet the exhaust clamp as shown in Figure 4, loosen the clamp and shift the muffler and tailpipe forward until the knurled area meets the exhaust clamp.

Figure 3

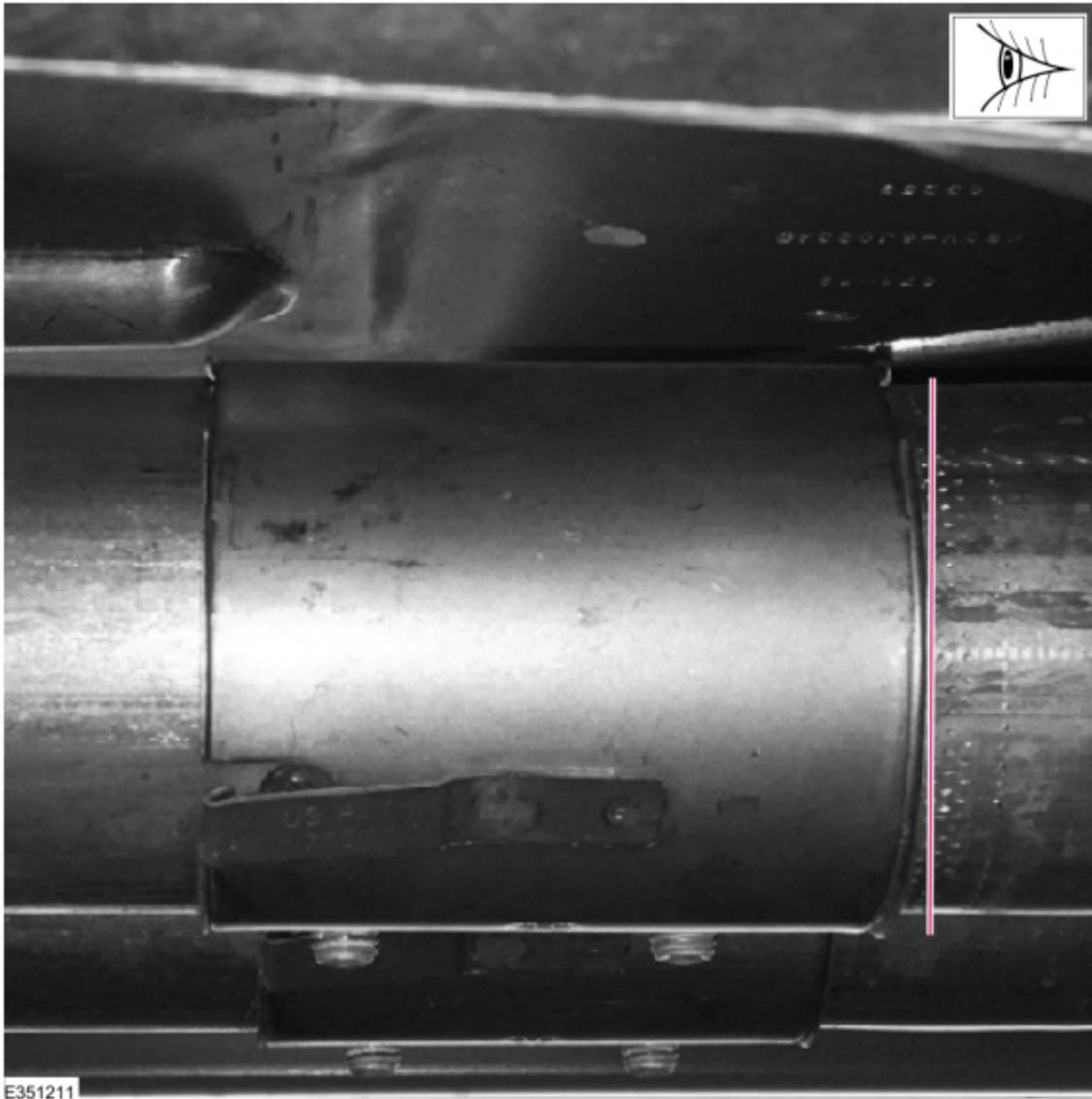
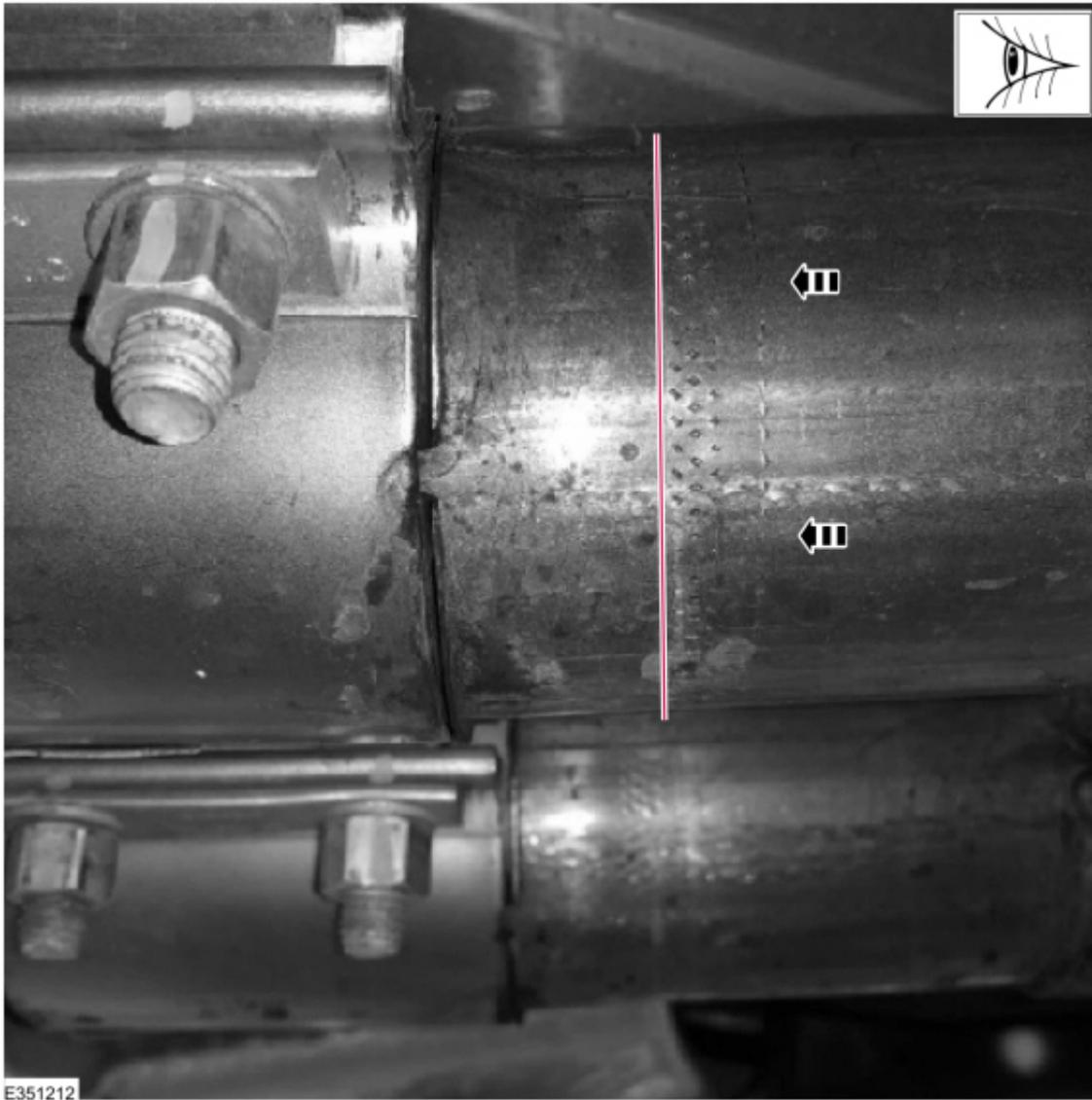
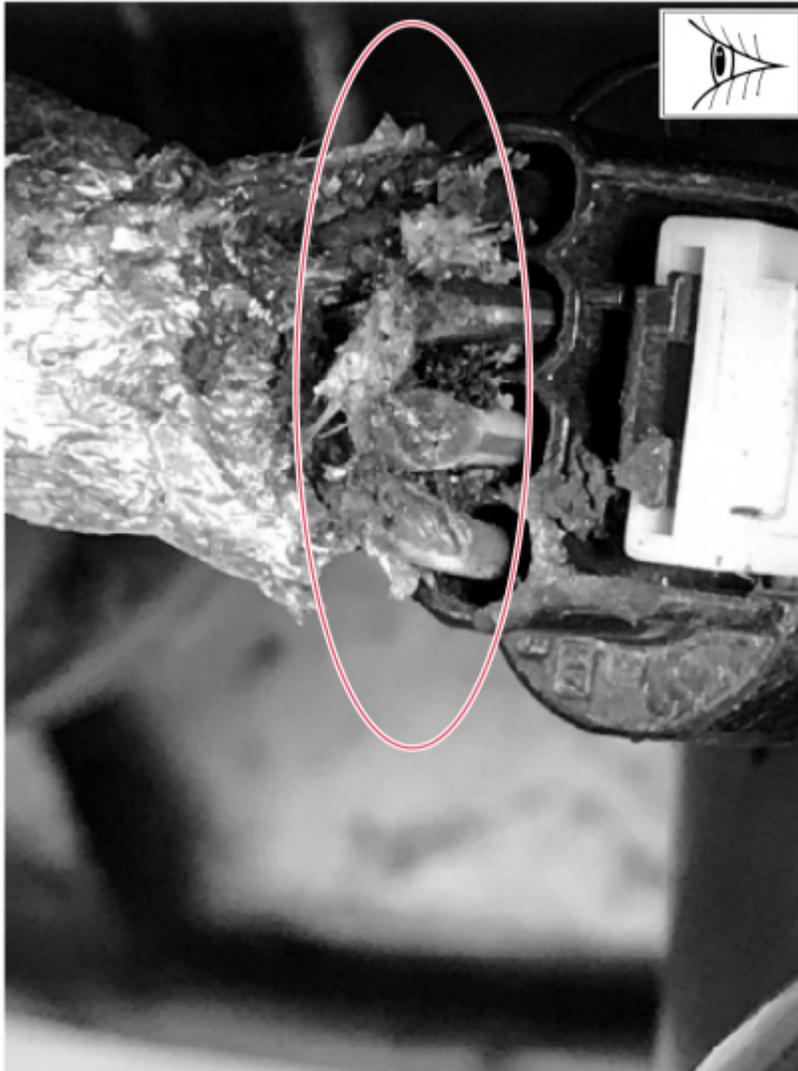


Figure 4



6. Inspect the wiring harness near the area of the tailpipe actuators for signs of damage or chafing as shown in Figure 5. Repair as necessary. Refer to Wiring Diagram, Section 5.

Figure 5



E351213

7. If the concern persists after making these inspections and finding no issues, continue with normal diagnostics. Refer to Workshop Manual (WSM), Section 309-00D.

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NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.